RECEIVED
CENTRAL FAX CENTER
AUG 13 2008

Amendments to the Claims

Please amend the claims as follows. The following Listing of Claims shall replace any previous listing of claims. No new matter has been added.

1. (Currently Amended) A system comprising:

an actuator circuit, to automatically start a fuel-powered AC generator when a load circuit needs AC electrical power from the AC generator;

a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present;

wherein the load circuit includes an at least partially AC-powered electrical appliance of a vehicle.

2. (Original) The system of claim 1, in which the actuator circuit includes an automatic generator starting circuit, in which the automatic generator starting circuit includes a load power sensor to indicate when the load circuit needs AC electrical power from the AC generator.

3. (Original) The system of claim 1, in which the AC generator includes a spark-ignited generator.

4. (Original) The system of claim 1, in which the AC generator includes a diesel generator.

5. (Cancelled)

6. (Currently Amended) The system of claim [[5]] 1, in which the load circuit includes an at least partially AC-powered electrical appliance of a recreational vehicle.

7. (Currently Amended) The system of claim 1, in which the sensor circuit includes

PAGE 4/11 * RCVD AT 8/13/2008 3:44:31 PM [Eastern Daylight Time] * SVR:USPTO-EFXRF-6/38 * DNIS:2738300 * CSID:612-455-3801 * DURATION (mm-ss):03-12

a vehicle transmission position detector circuit to inhibit the automatically starting the fuel-powered AC generator.

8. (Currently Amended) The system of claim 1, in which the sensor circuit includes a data link to provide data used to inhibit the automatically starting the fuel-powered AC generator.

9. (Currently Amended) The system of claim 1, in which the sensor circuit includes a wheel rotation detector circuit to inhibit the automatically starting the fuel-powered AC generator.

10. (Currently Amended) The system of claim 1, in which the sensor circuit includes a reluctance sensor to inhibit the automatically starting the fuel-powered AC generator.

11. (Currently Amended) The system of claim 1, in which the sensor circuit includes a vehicle engine operation sensor to inhibit the automatically starting the fuel-powered AC generator.

12. (Currently Amended) The system of claim 1, in which the sensor circuit includes a vehicle engine rpm sensor to inhibit the automatically starting the fuel-powered AC generator.

13. (Currently Amended) The system of claim 1, in which the sensor circuit includes a vehicle engine ignition key position sensor to inhibit the automatically starting the fuel-powered AC generator.

14. (Currently Amended) The system of claim 1, in which the sensor circuit includes an exhaust sensor to inhibit the automatically starting the fuel-powered AC generator.

15. (Currently Amended) The system of claim 1, in which the sensor circuit includes a carbon monoxide sensor to inhibit the automatically starting the fuel-powered AC

PAGE 5/11 * RCVD AT 8/13/2008 3:44:31 PM [Eastern Daylight Time] * SVR:USPTO-EFXRF-6/38 * DNIS:2738300 * CSID:612-455-3801 * DURATION (mm-ss):03-12

generator.

16. (Currently Amended) The system of claim 1, ~~farther~~ further including the AC generator.

17. (Original) The system of claim 16, further including a vehicle coupled to the AC generator.

18. (Original) The system of claim 16, further including a recreational vehicle coupled to the AC generator.

19. (Original) The system of claim 16, further including an electrical appliance coupled to the AC generator.

20. (Currently Amended) A method comprising:

detecting a fault condition indicative of a risk of an exhaust hazard; and

disabling an automatic AC generator starting actuator of a fuel-powered electrical AC generator, which starts when a load circuit is in need of AC electrical from the AC generator and where the load circuit includes an at least partially AC-powered electrical appliance of a vehicle, when the fault condition indicates that the risk of the exhaust hazard is present.

21. (Currently Amended) The method of claim 20, in which the detecting the fault condition includes detecting a vehicle transmission position to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

22. (Original) The method of claim 21, in which the detecting the vehicle transmission position includes receiving data over a data link.

23. (Currently Amended) The method of claim 20, in which the detecting the fault

PAGE 6/11 * RCVD AT 8/13/2008 3:44:31 PM [Eastern Daylight Time] * SVR:USPTO-EFXRF-6/38 * DNIS:2738300 * CSID:612-455-3801 * DURATION (mm-ss):03-12

condition includes detecting a wheel rotation to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

24. (Currently Amended) The method of claim 23, in which the detecting the wheel rotation includes sensing a reluctance to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

25. (Currently Amended) The method of claim 23, in which the detecting the wheel rotation includes receiving data over a data link to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

26. (Currently Amended) The method of claim 20, in which the detecting the fault condition includes detecting a change in vehicular motion from moving to stopped to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

27. (Currently Amended) The method of claim 20, in which the detecting the fault condition includes detecting a change in vehicular engine operation from engine running to engine off to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

28. (Currently Amended) The method of claim 20, in which the detecting the fault condition includes detecting a change in vehicular ignition state to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

29. (Original) The method of claim 28, in which the detecting the change in the vehicular ignition state includes detecting a change from ignition on to ignition off.

PAGE 7/11 * RCVD AT 8/13/2008 3:44:31 PM [Eastern Daylight Time] * SVR:USPTO-EFXRF-6/38 * DNIS:2738300 * CSID:612-455-3801 * DURATION (mm-ss):03-12

30. (Original) The method of claim 28, in which the detecting the change in the vehicular ignition state includes monitoring a voltage to at least one vehicular engine component.

31. (Original) The method of claim 28, in which the detecting the change in the vehicular ignition state includes receiving data over a data link.

32. (Currently Amended) The method of claim 20, in which the detecting the fault condition includes detecting at least one component of exhaust to inhibit the automatically starting the fuel-powered AC generator when the fault condition indicates that the risk of an exhaust hazard is present.

33. (Original) The method of claim 32, in which the detecting the at least one component of exhaust includes detecting carbon monoxide.

34. (Original) The method of claim 33, further comprising comparing the detected carbon monoxide to a predetermined threshold value.

35. (Currently Amended) A system comprising:

a recreational vehicle, including a fuel-powered AC generator;

an actuator circuit, to automatically start the fuel-powered AC generator when a load circuit of the recreational vehicle needs AC electrical power from the AC generator;

a sensor circuit, to detect a fault condition indicative of a risk of an exhaust hazard; and

a logic circuit, coupled to the sensor and actuator circuits, to disable the actuator circuit when the fault condition indicates that the risk of the exhaust hazard is present; wherein the load circuit includes an at least partially AC-powered electrical appliance of the recreational vehicle.

PAGE 8/11 * RCVD AT 8/13/2008 3:44:31 PM [Eastern Daylight Time] * SVR:USPTO-EFXRF-6/38 * DNIS:2738300 * CSID:612-455-3801 * DURATION (mm-ss):03-12